



Maine Transportation Facts





**The MaineDOT is pleased to present
the first edition of
*Maine Transportation Facts.***

**Please send comments, questions, and/or
suggestions for the next edition to:**

**Systems Management Division
Bureau of Planning
MaineDOT
16 State House Station
Augusta, ME 04333-0016**

**Or visit us at our Website and e-mail
your comments or suggestions to us at:**

www.state.me.us/mdot

MAINE DEPARTMENT OF TRANSPORTATION

JOHN MELROSE COMMISSIONER



Mission:

“The Maine Department of Transportation plans, develops, and maintains a safe, efficient, and cost-effective transportation system that contributes to the economic growth of the State of Maine and the well-being of its people.”

-MaineDOT Strategic Plan

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MaineDOT:

Who we are; what we do

MaineDOT designs, builds, maintains, and supports an extensive transportation network that includes every transportation mode—roads and bridges, railroads and airports, ports and ferries, buses and bike paths. We operate or care for those parts of the system owned by the people of Maine—8,328 miles of highways, 2,500+ bridges, the Maine State Ferry Service, the Augusta State and Deblois Airports, and more than 300 miles of railroad tracks. And, as we assist and coordinate with Maine municipalities to maintain and improve the overall transportation system, we work to take care of Maine's environment, and the way of life in Maine communities.

If you live, work, or travel in Maine, you're a MaineDOT customer. You use Maine's transportation system for shopping and moving goods, for importing and exporting, for tourism and retailing, for national defense and local emergencies, for getting to work and getting to school, or just to take you to that place you love in Maine. Our job is more than just to get you there—it's to get you there efficiently, enjoyably, and most important of all, safely.

MAINEDOT: WHO WE ARE; WHAT WE DO

MaineDOT Safety Award



*Pictured (l-r)
Gov. King
Pete Coughlin
Gary Williams
Comm. Melrose*

MaineDOT works for you with its 2,300 dedicated Maine people-technicians, clerical workers, drivers, engineers, planners, laborers, managers, and administrators. Every employee is a valuable member of the MaineDOT team, whether working in the Augusta headquarters, in one of the seven regional Division Offices, or in another of MaineDOT's more than 400 facilities. And MaineDOT partners with a bigger team-municipal officials, contractors and consultants, state and federal agencies, and members of the public who care about transportation in Maine.

We hope this booklet of facts will tell you some things that you didn't know about Maine's transportation system, and about MaineDOT-who we are and what we do.

GO Augusta Trolley



MAINEDOT MAJOR INITIATIVES

Ten-Year Arterial Highway Upgrade Plan: an initiative to bring Maine's arterial highways to a modern design standard by 2010 by improving approximately 30 miles of arterial highways each year.

Urban and Arterial Highway Program: 624-3480

Major Collector Corridor Initiative and Collector Highway Improvement Program (CHIP): a systematic effort to bring Maine's major collector highways to a state design standard, shifting emphasis from segments to corridor lengths. The program will eventually eliminate spring "posting" of major collectors. CHIP uses existing road alignment and applies varied pavement types or depths, thus reducing engineering, environmental permitting, and paving costs.

Regional Program: 624-3470

"Explore Maine": a program to create a "multi-modal" passenger transportation network comprised of air, rail, ferry, and motor-coach services, as well as bicycle and pedestrian trails. "Explore Maine" will make it possible to travel into and throughout Maine without a car.

Office of Passenger Transportation: 624-3250

[or http://www.state.me.us/mdot/opt/opt1.htm](http://www.state.me.us/mdot/opt/opt1.htm)

Extension of Passenger Rail: rehabilitation of private lines from Portland to Brunswick and state-owned track from Brunswick to Rockland, now well under way. This effort will extend passenger rail service from Portland to Freeport and Brunswick by 2002, and to Rockland by 2003.

Office of Passenger Transportation: 624-3250

[or http://www.state.me.us/mdot/opt/opt1.htm](http://www.state.me.us/mdot/opt/opt1.htm)

MAINEDOT MAJOR INITIATIVES

Access Management: a Year 2000 initiative of the Maine Legislature that updates standards for locations of driveways and commercial entrances on state highways. Access Management will improve safety, traffic flow, and productivity on Maine's highway system.

Bureau of Planning: 624-3300

or <http://www.state.me.us/mdot/planning/bureauweb/accesslinks.htm>

"Travel Safe in Maine": MaineDOT's new media campaign that builds on the success of Maine's promotion of the national "Work Zone Safety Awareness Week." The campaign provides information on general transportation safety, and safety education for Maine schoolchildren.

Safety Management: 624-3300

or <http://www.state.me.us/mdot/planning/safety/safety1.htm>

"Salt Priority": an innovative approach to snow and ice control, where a layer of salt is applied to the road as it begins to snow, preventing snow and ice from bonding. Under most conditions, this technique makes a road easier to plow, and speeds return to bare pavement. Early data indicates "Salt Priority" can result in using the same or lesser amounts of salt and much less sand.

Bureau of Maintenance and Operations: 624-3600



ORGANIZATIONAL HISTORY



~Early 1900s~ A Commissioner of Highways was appointed by the Governor to “compile statistics, disseminate knowledge, investigate the securing of better highways, and advise county and town officers concerning the most economical means of building highways and sidewalks.”

~1913~ The Maine Legislature created the Maine State Highway Commission. With its three members appointed by the Governor, this commission was charged with building a system of “connected main highways throughout the state.” The commission employed 12 people. Revenue from auto registration and driver license fees were used to finance the first highway bond issue of \$2 million.

~1950s~ The seven maintenance divisions, still used today, were established.

~1953~ The chairperson of the Commission became a fulltime chief administrative position. Winter night patrols were established to monitor nighttime winter road conditions on about 1,800 miles of state highway from November through March.

~1972~ The Highway Commission was transformed into a new Department of Transportation that incorporated all modes of transportation, including rail, air, and marine transportation.

ORGANIZATIONAL HISTORY

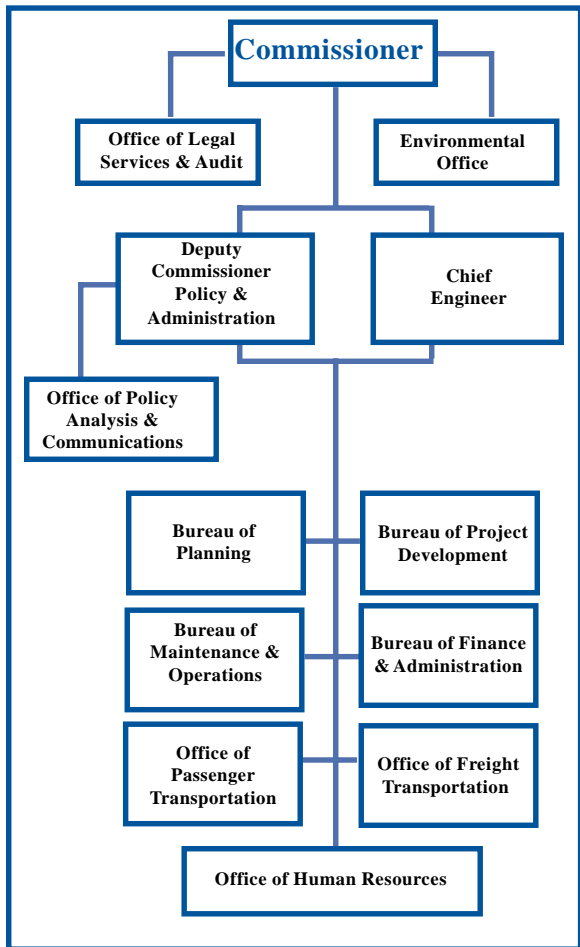


~1987~ State legislation was passed (later to be known as the State Railroad Preservation Act) to protect and promote rail transportation in Maine. This led to MaineDOT's acquisition of 303 miles of railroad right-of-way to preserve them intact.

~1995~ Reorganization created the Office of Freight Transportation, the Office of Passenger Transportation, and Multi-modal Project Management to insure a well coordinated, integrated multi-modal transportation system.



ORGANIZATIONAL CHART



DEPARTMENT CONTACTS

Commissioner John G. Melrose	.....(207) 624-3000
Deputy Commissioner Jane L. Lincoln	.....(207) 624-3000
Chief Engineer John E. Dority	.....(207) 624-3000
Chief Council James E. Smith	.....(207) 624-3020
Director-Bureau of Planning Carl A. Croce	.....(207) 624-3300
Director-Bureau of Project Development Warren T. Foster	.....(207) 624-3400
Director-Bureau of Maintenance & Operations Marc H. Guimont	.....(207) 624-3600
Director-Bureau of Finance and Administration H. Gregory Shea	.....(207) 624-3200
Director-Environmental Office Alan B. Stearns	.....(207) 624-3100
Director-Policy Analysis & Communications	.....(207) 624-3010
Director-Office of Passenger Transportation Ronald L. Roy	.....(207) 624-3250
Director-Office of Freight Transportation Robert D. Elder	.....(207) 624-3560
Director-Office of Human Resources Jane L. Gilbert	.....(307) 624-3050

FACTS ABOUT MAINE

- Maine has a population of almost 1.3 million.
- Maine has 2,295 square miles of inland water area, over 2,000 coastal islands and over 3,500 miles of coastline.
- Maine has over 22,000 mi. of public highway, more than the total mileage of any other New England state.
- Maine is one of the top three potato producing states in the country.
- Maine is the easternmost point in the U.S.
- Over 90% of the nation's lobsters are caught along the Maine Coast.
- Maine is one of America's largest blueberry producing states, raising 90% of the low-bush blueberries in North America.
- In 2000, tourism in Maine accounted for over 116,000 jobs and \$2.5 billion in total payroll.
- Almost 89% of Maine is forested, making it a prime location for the production of wood and paper products.
- One of Maine's mountains is approximately one mile high-Mt. Katahdin, located in Piscataquis County, rises 5,268 feet and is the northern terminus of the Appalachian Trail.

TRANSPORTATION FACTS



Miles of Public Highways	22,669
Bridges and Minor Spans	3,566
Licensed Drivers	920,185
Vehicle-Miles Traveled	14,500,000,000
Active Miles of Railroad Track	1,200
Number of Railroad Companies	7
Active Railroad Crossings	627
Number of Public Airports	36
Registered Aircraft	754
Number of Ferry Terminals	18
Ferries	11
Major Ocean Ports	3
Number of Municipal Ports	8
Public Transit Vehicles	334
Rest Areas and Picnic Areas	77
Miles of Bike and Pedestrian Trails	600

WINTER MAINTENANCE FACTS AND ROAD REPORTS

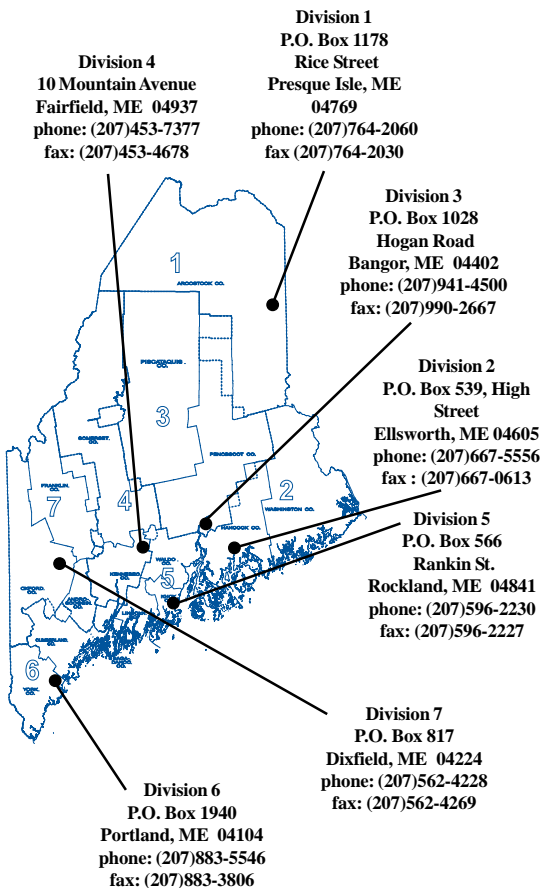
- In preparation for average winters, MaineDOT stockpiles 300,000 cubic yards of sand and purchases 70,000 tons of salt.
- In the future, liquid calcium chloride stockpiles will be increased from 150,000 gallons to around 400,000 gallons each year.
- MaineDOT employs approximately 950 winter highway maintenance workers.
- MaineDOT employees log approximately 100,000 non-scheduled overtime hours each winter.
- The Department's winter budget generally comprises approximately 40% of the total maintenance budget.



For up-to-date reports on winter road conditions:

- Phone (207) 624-3600
- http://www.state.me.us/mdot/maint_op/radio/road_con.htm

DIVISION OFFICE MAP



PUBLIC PARTICIPATION

Public Participation

“...transportation planning decisions, capital investment decisions, and project decisions must incorporate a public participation process in which local governmental bodies and the public have timely notice and opportunity to identify and comment on concerns related to transportation planning decisions, capital investment decisions, and project decisions. The Department....shall take the comments and concerns of local citizens into account and must be responsive to them.”

Maine Sensible Transportation Policy Act of 1991

MaineDOT's multi-tiered development process for transportation improvement provides meaningful opportunities for the public to participate in preparation of, and to comment on, long range plans, capital programs and projects at several stages:

Twenty-Year Transportation Improvement Plan:

- Regional Transportation Advisory Committees prepare *Regional Advisory Reports*
- Draft *Twenty-Year Plan* made available for public comment
- Public invited to provide written comments
- Public invited to comment at statewide public hearings

PUBLIC PARTICIPATION

Six-Year Transportation Improvement Plan:

- Municipalities identify transportation priorities in their communities
- Input from Regional Transportation Advisory Committees, Highway Corridor Committees, Regional Planning Commissions, Councils of Government
- Draft *Six-Year Plan* made available for public comment
- Public invited to provide written comment
- Public invited to comment at public hearings

Biennial Transportation Improvement Program (BTIP):

- *BTIP* presented to Maine Legislature in support of funding improvements

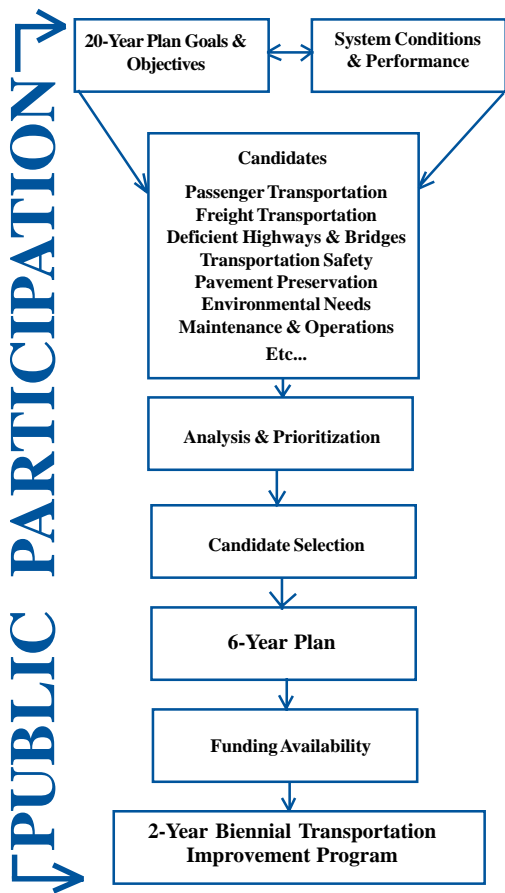
Other Public Advisory Committees:

- Convene to gather input concerning major planning studies
- Conform to requirements of the National Environmental Policy act.
- Conform to requirements of Maine's Sensible Transportation Policy Act

Public Participation in Transportation Improvement Projects:

- Type and number of meetings and hearings are appropriate to specific project, including:
- Public informational meetings
- Formal public hearings as required by law

DEVELOPMENT PROCESS FOR TRANSPORTATION IMPROVEMENT PROJECTS



BIENNIAL TRANSPORTATION IMPROVEMENT PROGRAM

BTIP *BIENNIAL TRANSPORTATION IMPROVEMENT PROGRAM*

The Biennial Transportation Improvement Program (BTIP) describes how the Department proposes to apply the capital funding included in its biennial budget towards the study, design and construction of transportation improvements throughout the state.

The two-year program outlines the Department's allocation of federal, state, and local funding to:

- support and enhance the state's passenger and freight integrated multi-modal transportation systems.
- expand freight transportation options for Maine business and industry.
- continue an increased level of effort in addressing structurally deficient bridges.
- maintain and improve the state's highway system.
- promote safety for all modes of transportation.
- continue activities that enhance Maine's natural and cultural environment.

BTIP: HIGHWAY & BRIDGE IMPROVEMENTS

Capital Highway & Bridge Improvements FY 2002-2003 BTIP (Cost in Millions)

<i>Highway Reconstruction & Rehabilitation</i>	<i>Project Miles</i>	<i>Cost</i>
Principal Arterial	28.1	38.6
Minor Arterial	27.5	28.7
Major Collector	110.8	68.9
Minor Collector	55.1	17.5
Total Improvements	221.5	\$153.7

<i>Resurfacing</i>	<i>Project Miles</i>	<i>Cost</i>
Interstate	44.6	9.7
Principal Arterial	80.9	20.6
Minor Arterial	139.5	31.7
Major Collector	135.9	29.4
Total Resurfacing	400.9	\$91.4

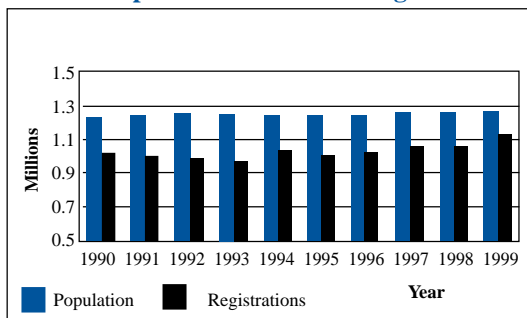
<i>Bridges</i>	<i>Projects</i>	<i>Cost</i>
State Bridges	68	40.2
Local Bridges	48	16.7
Extraordinary Bridges	7	35.3
Total Bridges	123	\$92.2

Summary does not include projects funded solely
for Preconstruction Engineering

ME. POPULATION VS. VEHICLE REGISTRATION/ OFFICIAL MI. BY FEDERAL FUNCTIONAL CLASS

Although the Maine population has been relatively constant, the number of registered vehicles has continued to increase.

Maine Population vs. Vehicle Registration

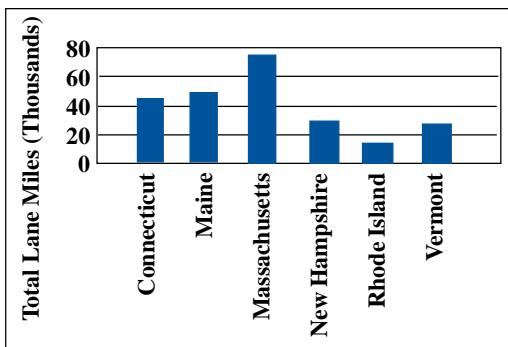


2000 Official Roadway Mileage

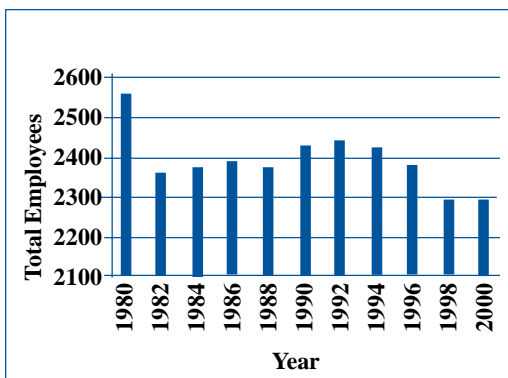
Principal Arterial Interstate	367
P.A./Other Freeways & Expressways	18
Other Principal Arterial	963
Minor Arterial	1,324
Major Urban Collector	3,737
Minor Collector	2,240
Local	14,020
Total	22,669

by Federal Functional Class

TOTAL LANE MILES BY N.E. STATES/ MAINEDOT STAFFING LEVELS



**1999 Total Lane Miles by
New England States**



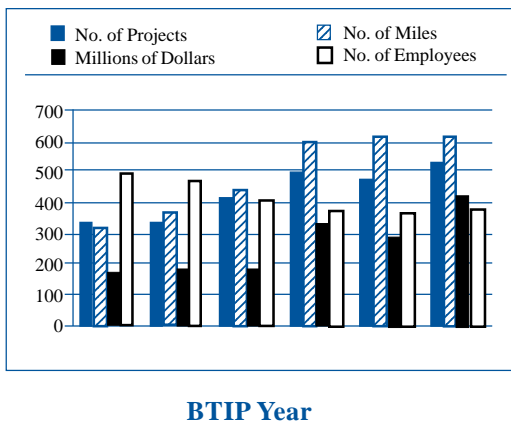
MaineDOT Staffing Levels 1980-2000



PROJECT DEVELOPMENT

The Bureau of Project Development is responsible for delivery of Maine's Statewide Transportation Improvement Program. Bureau employees and support staff perform a myriad of tasks during this period, including scheduling, design, public meetings, financial management, environmental analysis, right-of-way functions, drainage studies, traffic evaluations and construction. Each task may be conducted in-house, or Bureau employees may oversee work done by consultants and municipalities. During 2000-2001 biennial period, the Bureau delivered improvements to more than 120 state and local bridges, approximately 500 miles of highway and more than 100 other transportation projects.

Bureau of Project Development Staffing Vs. BTIP Size



PROJECT DEVELOPMENT

TEAM



PROJECT DEVELOPMENT PROCESS

- **Project Kickoff**
- **Team compiles preliminary field and system data**
- **Initial team meeting and point of communication(POC) is held**
- **Preliminary public meeting (without plans) is held in the affected community**
- **Project Manager and team approve horizontal and vertical alignments**
- **Project Manager and team approve preliminary design report (PDR) and plan**
- **Formal public contact is conducted through a public hearing**
- **Midway team meeting and point of communication**
- **Project Manager and team approve 75-80% plans**
- **Completed design package is sent to the Contract Section**
- **Project is advertised and awarded**
- **Team members oversee construction of the project**
- **Final team meeting and final point of communication**

Source: Bureau of Project Development

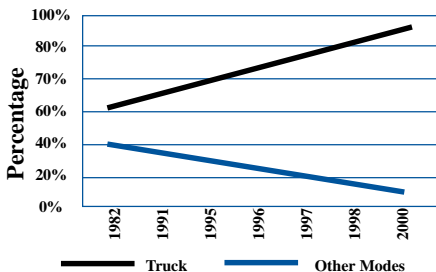
MaineDOT



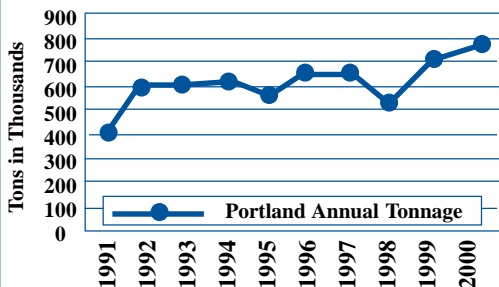
Office of Freight Transportation

The Office of Freight Transportation is responsible for the development of a free flowing intermodal freight system that provides Maine shippers more choices among modes, increased productivity, improved environmental benefits, better balance between modes, and reduced transportation costs.

**Freight Transportation in Maine
by Truck and Other Modes**

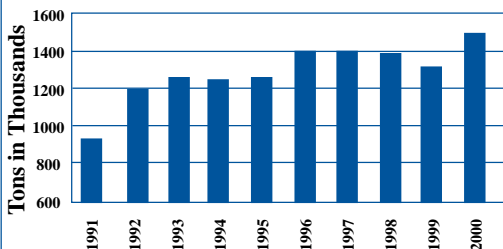


PORT TRAFFIC/TONNAGE



During the past 20 years Maine's three ports in Eastport, Searsport, and Portland have shown steady, consistent growth. In 1980 only a small amount of dry cargo was handled at Searsport and none at Eastport and Portland. Today the three ports collectively handle over 1.5 million tons of dry cargo annually. Portland and Searsport also handle roughly 125 million barrels of petroleum products.

Maine Port Traffic Dry Cargo in Short Tons



MAINE TRUCK SIZE & WEIGHT LIMITS

**For oversize or overweight permits, call
Maine Bureau of Motor
Vehicles at: (207) 624-
9000**



Maximum Vehicle Length-
(Off the Interstate Highway System)

*Single Unit Vehicle: 45 feet

*Combination Tractor-Semitrailer/Trailer Vehicle:

-69 feet if semitrailer/trailer unit is up to 48 feet long.

-74 feet if semitrailer/trailer unit is 48 to 53 feet long.

*Combination Tractor- Twin 28 $\frac{1}{2}$ Foot Trailer Vehicle: -65
feet

*All other double trailer and all triple vehicles are prohibited.

*Note: 53 foot semitrailer and double trailer vehicles must
travel on a road approved by MaineDOT.*

Axle weight for Maine Turnpike and non-Interstate highways:

Single- 22,400 lbs.

Tandem- 38,000 lbs.

Triaxle- 48,000 lbs.

Gross Vehicle Weight for Maine Turnpike and non-interstate high-
ways:

Two Axles- 34,000 lbs.

Three Axles- 54,000 lbs.

Four Axles- 69,000 lbs.

Five Axles- 80,000 lbs.

Six Axles- 100,000 lbs.

Note:

1) Higher weight limits are allowed for certain commodities.

*2) All interstate highways (except the Turnpike) are limited by the
Federal Bridge Formula, with a maximum of 80,000 lbs.*

FREIGHT RAILROAD TRAFFIC

Rail Service is an important component of the freight transportation mix in Maine because it is particularly cost-effective when moving high-volume commodities over long distances. In recent years, MaineDOT has made major investments in rail infrastructure.

Tons Originated 1999	Tons	%
Pulp and Paper	2,430,000	55
Lumber, Wood Products	1,090,220	25
Petroleum	312,820	7
Chemicals	172,680	4
Coal	167,632	4
All Other	220,680	5
Total	4,394,032	100

Tons Terminated 1999

Glass and Stone	916,540	23
Lumber, Wood Products	700,600	18
Pulp and Paper	679,300	17
Petroleum	460,680	12
Chemicals	384,640	10
All Other	813,156	20
Total	3,954,916	100



Source: <http://www.aar.org>. Association of American Railroads

MAINE INTEGRATED FREIGHT PLAN

The Office of Freight Transportation's Maine Integrated Freight Plan (MIFP)

The first Maine Integrated Freight Plan (MIFP) provided a comprehensive overview of Maine's freight transportation system based on commodity, flow data, modal data, and market-based surveys.

MIFP Goal:

- To provide the Department with direction for future programming and policy decisions that will promote more efficient freight transportation in Maine.

The MIFP:

- Was recently updated to determine the current needs and views of Maine's freight transportation community.
- Analyzed input from Maine shippers, businesses, interest groups, government agencies, the general public and the Freight Transportation Advisory Committee (FTAC).

Some of the Resulting Projects:

- Industrial Rail Access Program (IRAP)
- Small Harbor Improvement Program (SHIP)
- Improvements at Maine's three major ports: Portland, Searsport, and Eastport
- Heavy Haul Truck Network Study
- Expansion of Truck to Rail Intermodal Centers
- Intelligent Transportation Systems (ITS)
- Commercial Vehicle Service Plan
- Coordination of dredging, ship pilots
- Reactivation of the Maine Port Authority

FREIGHT RAILROADS OPERATING IN MAINE

Bangor & Aroostook Railroad Company

Canadian American Railway
Northern Maine Junction Park, RR 2
Bangor, ME 04401-9621
Fred Yocum, President (207) 848-4200

Belfast & Moosehead Lake Railroad

Box 555, 1 Depot Square
Unity, ME 04988
Bob Lamontagne, President (207) 948-5500

Safe Handling Railroad

P.O. Box 1567
Auburn, ME 04211
Ford Reiche, President (207) 783-1020



New Hampshire North Coast Corporation

P.O. Box 429
Ossipee, NH 03864
Steve Arnold, General Manager (603) 539-2789

St. Lawrence & Atlantic Railroad

Box 1025
Auburn, ME 04211
Michael T. Chilson, President (207) 782-5680

Springfield Terminal Railway Company

Iron Horse Park
North Billerica, MA 01862
David Fink, Executive Vice President (978) 663-1186

Eastern Maine Railway Company

P.O. Box 5666
St. John, New Brunswick E2L 5B6
Scott Smith (506) 632-5825

PASSENGER TRANSPORTATION

PASSENGER TRANSPORTATION

The Office of Passenger Transportation (OPT) is responsible for the development of an efficient, environmentally sensitive, and cost effective passenger transportation system that encourages the use of modes other than private auto, to meet the present and future needs of our citizens, businesses, and visitors.

Park and Ride lots provide a safe place for commuters to leave their cars when joining a carpool for the rest of their trip. There are 42 state-supported Park and Ride lots in Maine, providing over 2,000 parking spaces for commuters. A list is available at www.state.us/mdot/opt/transit/parknride/pnr.htm.

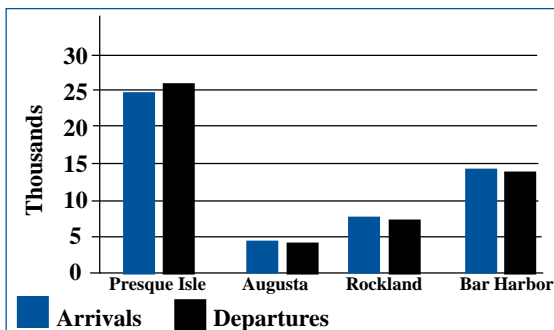
Maine has over 600 miles of bicycle and pedestrian trails. These include major trail initiatives and local trails. Information on trails in Maine can be found at www.exploremaine.org/bike or call John Balicki at 207-624-3250



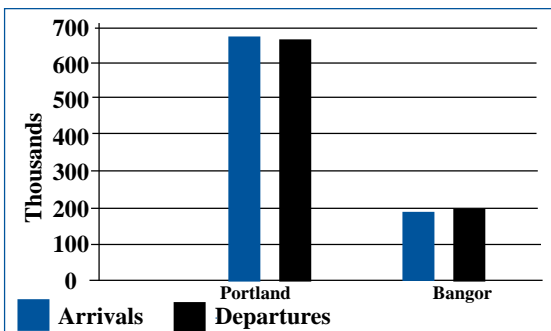
The Air Transportation Program (ATP) consists of the Capital Improvement Program (CIP) and the Pavement Management Program at Maine's 36 public airports.

AIR TRAVEL

The chart below shows the number of passenger arrivals and departures for commercial air service located at Presque Isle, Augusta, Rockland, and Bar Harbor Airports for the year 2000.



The chart below shows the number of commercial air service for arrivals and departures of the two largest Airports in the State of Maine for the year 2000.



PUBLIC TRANSIT PROVIDERS

Maine is served by three types of public transit services: ferries, buses, and railroads. Three private, for-profit bus companies provide intercity service, linking Maine communities and out-of-state destinations. In 2000 they carried over 275,000 riders in Maine. Intercity providers are *Concord Trailways*, Portland, 1-900-639-3317; *Vermont Transit*, Portland, 207-772-6587; *Cyr Bus Line*, Old Town, 207-827-2335.

Maine's publicity-supported transit fleet of 290 vehicles provides urban fixed route service, which carried over 2 million riders in 2000, and demand response services, which provide door to door transportation for Medicaid and other social service clients. A listing of transit providers is provided below or you can visit www.state.me.us/mdot/opt/transit

Aroostook Regional Transportation System, Inc.

P.O. Box 552, Presque Isle, ME 04769 (207)764-1290

Biddeford, Saco, Old Orchard Beach Transit

City Hall, Box 586, Biddeford, ME 04005 (207)282-5408

Casco Bay Island Transit District

P.O. Box 4656, Portland, ME 04112 (207)774-7871

City of Bath (Shuttlebus)

104 Front Street, Bath, ME 04530(207) 443-6258

City of Bangor (The Bus)

481 Main Avenue, Bangor, ME 04401 (207)947-0536

Coastal Trans, Inc. (CTI)

46 Summer Street, Rockland, ME 04841 (207)596-6605

Downeast Transportation, Inc. (DTI)

P.O. Box 914, Ellsworth, ME 04605 (207)667-5796

Greater Portland Transit District (METRO)

P.O. Box 1097, Portland, ME 04104-1097 (207)774-0351

PUBLIC TRANSIT PROVIDERS

John T. Cyr & Sons, Inc.

RR #1, Box 368, Old Town, ME 04468 (207)827-2335

Kennebec Valley Transit, c/o Kennebec Valley, CAP

P.O. Box, 1529, Waterville, ME 04901 (207)873-2122

Lewiston-Auburn Transit Committee (LATC)

125 Manley Road, Auburn, ME 04210 (207)783-9186

Penquis, CAP, P.O. Box 1162, Bangor, ME 04401 (207)973-3695

Regional Transportation Program (RTP)

127 St. John Street, Portland, ME 04102-3013 (207)774-2666

Rideshare, Greater Portland Council of Governments

233 Oxford Street, Portland, ME 04101 (207)774-9891

South Portland Bus Service (SPBS)

42 O'Neal Street, South Portland, ME 04106 (207)767-5556

Waldo County Committee for Social Action (WCCSA)

P.O. Box 130, Belfast, ME 04915 (207)338-4769

Washington-Hancock Community Agency (W-CCSA)

P.O. Box 280, Milbridge, ME 04658-0280

(207)546-7544 or 1-888-805-5552 (toll free)

Western Maine Transportation Services (WMTS) Pine Tree

Transit, 54 Pine Street, Mexico, ME 04658 (207)364-3639

West's Transportation, Inc.

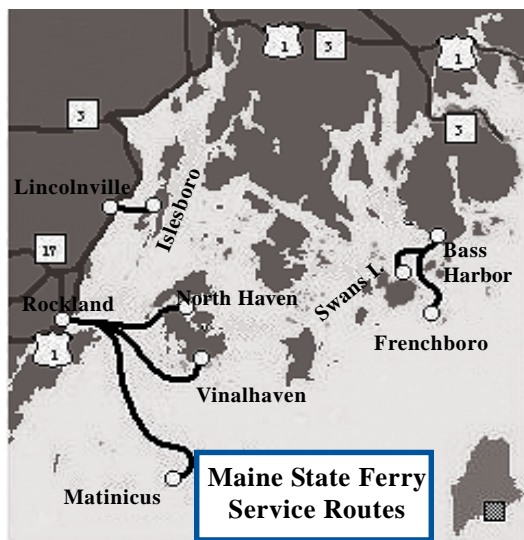
P.O. Box 82, Milbridge, ME 04658 (207)546-2823

York County Community Action Corporation (YCCAC)

P.O. Box 72, Sanford, ME 04073 (207)324-5762



FERRY ROUTES



The Maine State Ferry Service (MSFS) serves six year-round island communities on Penobscot and Blue Hill Bays. For schedule information visit the MaineDOT Website: www.state.me.us/mdot/opt/opt1.htm.

Casco Bay Island Transportation District serves islands in Greater Portland. For information call 207-774-7871. Seasonal ferry service to Nova Scotia is available from Bar Harbor on [Bay Ferries](#) (888-249-SAIL) and from Portland on the [Prince of Fundy](#) (800-341-7540).

PASSENGER RAIL SERVICE



Amtrak's Downeaster makes daily trips between Portland and Boston.

Passenger rail service returned to Maine in 2001 with Amtrak service between Portland and Boston. There are four daily trips, with stops in Maine (Portland, Old Orchard Beach, Saco, and Wells), New Hampshire (Dover, Durham, and Exeter), and Massachusetts (Haverhill and Boston). The entire trip, from Portland to Boston, takes approximately two hours and forty-five minutes.

For more information, see the Website:
www.thedowneaster.com.

PAVEMENT MANAGEMENT

SYSTEM CONDITIONS

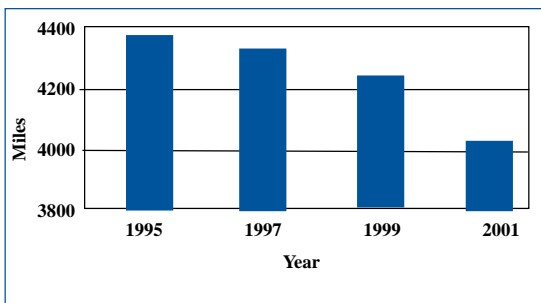
Pavement Management is a system that assists planners and designers in optimizing pavement expenditures. The function is to collect and analyze pavement data to calculate 'Pavement Condition Ratings' (PCR) to improve the efficiency in decision-making and to provide feedback on the results of those decisions.



MaineDOT strives to improve the average network condition and prevent increases of deficient highways. To accomplish this, funding must first keep the 'built' highways (those constructed to modern geometric and structural standards) in good condition and then, as funding allows, improve (rehab or reconstruct) those highways not built to modern standards. These 'un-built' highways are known as the highway 'Backlog.'

PAVEMENT MANAGEMENT

Backlog-Miles of Highways Not Built to Modern Standards



The 'Backlog' of highways not built to modern standards have poor bases and could have abrupt curves, sudden dips and rises, trees and bushes closing in around the edge of pavement causing poor sight distances, and little or no shoulders or ditching for drainage. These roads can be easily damaged by heavy loads and quite often have to be posted (restricting use by heavy trucks) in the spring due to lack of a good structural base.



AUTOMATIC ROAD ANALYZER



Automated Road ANalyzer (ARAN)

ARAN is a data collection vehicle used to gather a variety of information about Maine's highway network while traveling at highway speeds.

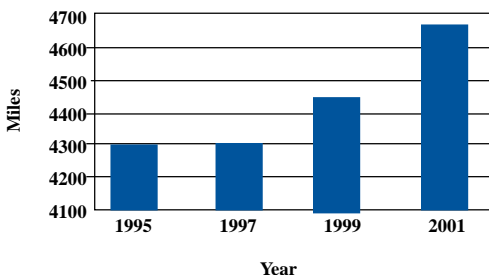
The cab has three high-resolution cameras that collect a sweeping view of the pavement and shoulders ahead. At the rear are two pavement cameras with strobe lights pointed straight down, providing a close-up view of cracking and other distresses in the pavement.

Mounted in the front bumper are ultrasonic sensors spaced 4" on center across the width of the van, and gyroscopes that record heading, pitch and roll. Accelerometers on the axle and body measure vertical movements that are used to obtain an indication of ride. All of this information is recorded on a number of computers and video recorders inside the van, then brought into the main office for processing. The data gathered is analyzed to assign a Pavement Condition Rating (PCR), predict future deterioration, and help determine where pavement expenditures should be made.

IMPROVING MAINE'S HIGHWAYS

A good indicator of the overall condition of the state highway network is the miles of road built to modern standards. As highways are reconstructed, funding for these roadways can be redirected to preservation at a much lower cost per mile.

State Highways Built to Modern Standards



Pavement Condition Ratings (PCRs) are an inventory of distresses in pavement only (such as cracking and wheelpath rutting). PCRs do not account for base material, shoulders, drainage or longitudinal profile (ride). A section of 'Backlog' road could have a new pavement as a holding action until rehab or reconstruction can take place. This paving will have a short life span compared to a structural preservation overlay on a 'built' highway. PCRs will always range from '5' for a newly paved roadway to '0' for a road that is completely deteriorated. It is generally most cost effective to treat a road before the PCR drops below '3.'

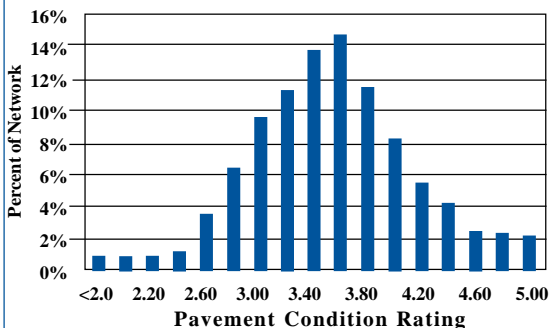
PAVEMENT CONDITION RATING

Pavement Condition Rating

Description

- 5 **Excellent-** New or nearly new pavement, free of cracking, patches or rutting.
- 4 **Good-** Pavements exhibit few, if any, visible signs of surface deterioration. Evidence of initial cracking or rutting.
- 3 **Fair-** Visible defects, including moderate cracking distortion and rutting. Some patches may now be present.
- 2 **Poor-** Pavement deterioration consisting of advanced cracking and severe distortion. Extensive patching and rutting also present.
- 1 **Very Poor-** Extremely deteriorated pavements. Defects include severe cracking distortion, and rutting. Very extensive patching.
- 0 **Completely Deteriorated.**

Distribution of Pavement Conditions 1999/2000



BRIDGE CONDITION & AGE

The State of Maine has full responsibility for capital improvement and maintenance of 769 minor spans and 1,974 bridges*. The state will also pay half of the capital improvement costs for 219 low use/redundant bridges on town ways. There are now 2,962 structures with total or partial state responsibility. Another 623 minor spans that are the responsibility of the towns in which they are located are excluded from this analysis.

A federal sufficiency rating of 60% or higher indicates that bridges and minor spans are structurally and functionally sufficient and are not likely to need capital improvements for at least 10 years, except for paint or wearing surface work.



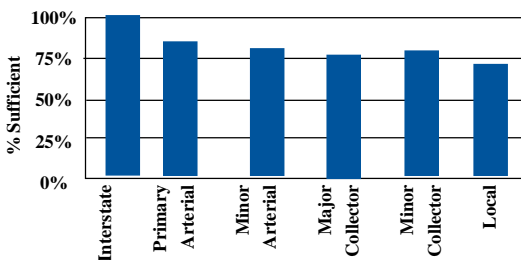
* Bridges are generally defined as structures with a length equal to or greater than 20 feet. Minor spans are structures between 10 and 20 feet in length. Struts, though not mentioned above, are defined as highway drainage structures that are 5 to 10 feet in length.

Source: Bridge Management Section

BRIDGE CONDITION & AGE

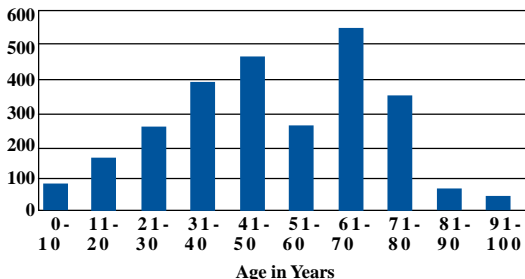
A chart depicting the condition of Maine's bridges and minor spans based upon the federal functional class of the roadway is shown below.

Percent of Sufficient Bridges & Minor Spans



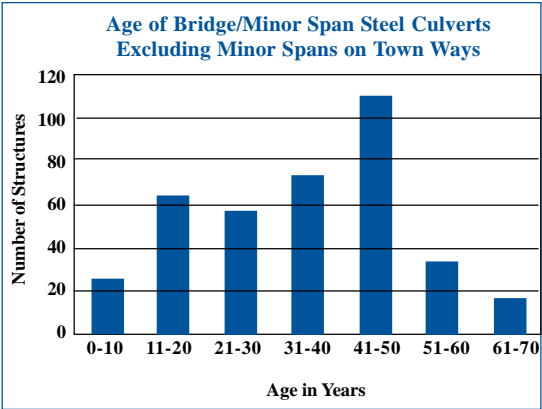
The traditional structures (non-steel culverts) typically have a service life of about 80 years, while the bridge/minor span steel culverts normally have a service life of about 50 years. Of the 2,962 structures with state responsibility, there are 377 steel culverts and 2,585 traditional structures.

**Age of Traditional Bridge & Minor Spans
Excluding Minor Spans on Town Ways**



Source: Bridge Management Section

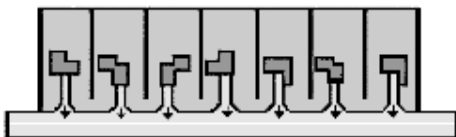
BRIDGE CONDITION & AGE



Source: Bridge Management Section

ACCESS MANAGEMENT

PROMOTE SHARED ACCESS



Without Access Management



With Access Management

Access Management is a Transportation System Management (TSM) technique that deserves special and distinct attention separate from other such techniques. Access Management is the one TSM technique that links most closely with the adjacent land use and often inspires controversy. While other TSM techniques clearly take place in/on the street, Access Management most often occurs at or near the boundary between public and private land. This natural relationship is viewed as an opportunity for MaineDOT to pursue coordination of transportation investment decisions with land development practices.

New Access Management rules at www.state.me.us/mdot/planning/bureauweb/accesslink.htm describe the state's access standards on all state and state-aid highways with particular focus on certain arterial roads outside the state's built-up areas.

ACCESS MANAGEMENT

LD 2550- An Act to Ensure Cost Effective & Safe Highways

- Protects state highway financial investments
- Avoids productivity losses
- Conserves rural highway traffic capacity
- Maintains current posted speeds
- Minimizes land, water and air impacts



Benefits of Access Management

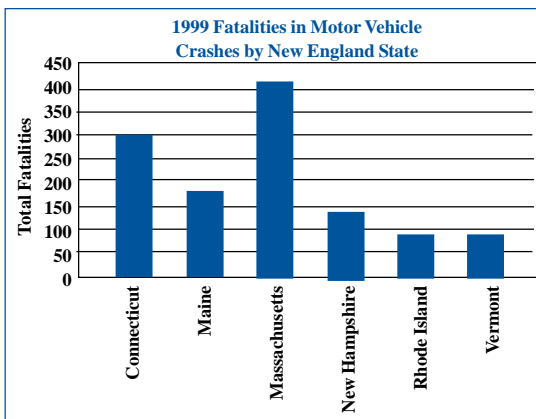
- Supports Growth
- Increases Safety
- Controls Public Costs
- Promotes Community & Environmental Quality



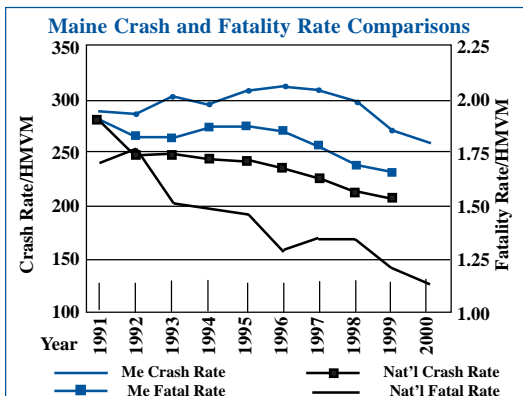
SAFETY PERFORMANCE

Significant Safety Issues

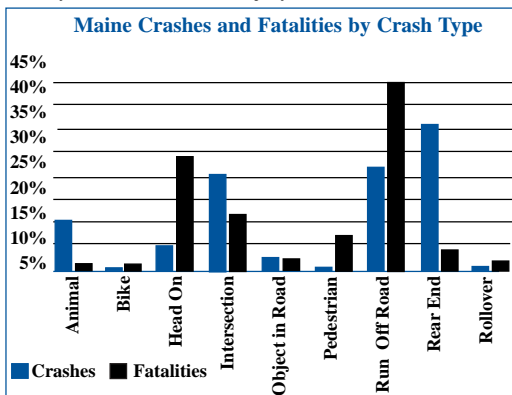
- During 2000, there were over 37,000 crashes involving 87,000 people resulting in 165 fatalities and 7,500 known injuries and more than 8,800 possible injuries.
- The estimated economic loss to Maine for 2000 as a result of these crashes was \$1.2 billion.
- Speeding is a factor in about 15% of Maine's crashes, 24% of the serious injuries and over 38% of traffic fatalities.
- Young drivers (16-20) represent 12.8% of the registered drivers, 16.7% of drivers involved in crashes, and 25.7% of the fatalities.



SAFETY PERFORMANCE

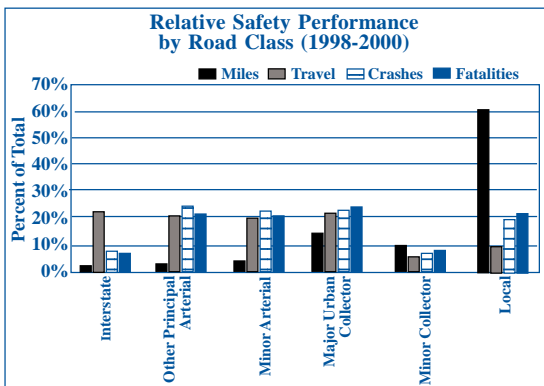


While Maine's crash rates are above the national average, its fatality rate (as well as its injury rate) is well below.

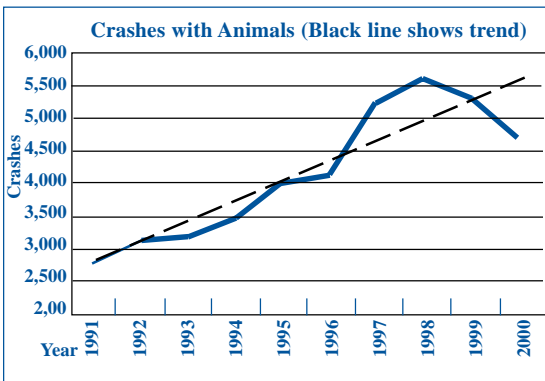


Run off the road crashes are Maine's leading crash concern, being one of the most frequent and deadly crash types.

SAFETY PERFORMANCE (CONT'D)



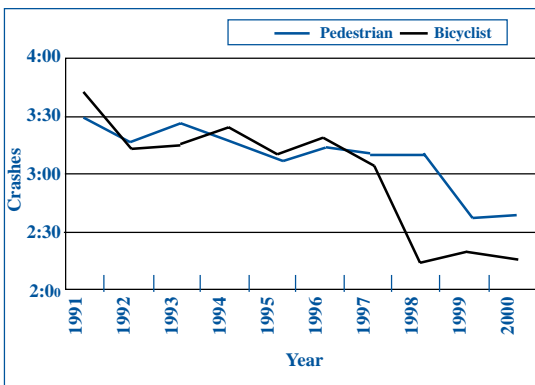
Local roads have the highest crash and fatality rates per mile driven. Interstate highways have the lowest.



Crashes with large animals (especially moose and deer) have nearly doubled in the last decade, and have caused 26 fatalities.

SAFETY PERFORMANCE (CONT'D)

Pedestrian and Bicycle Crashes

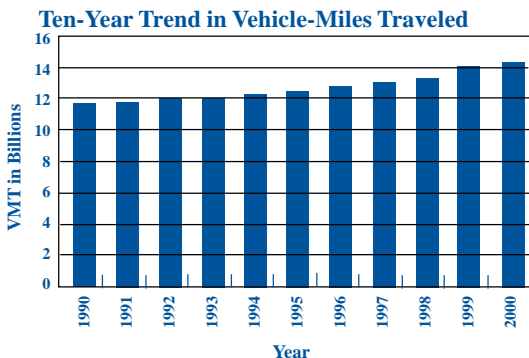


The number of bicycle and pedestrian crashes have decreased during the last 10 years.

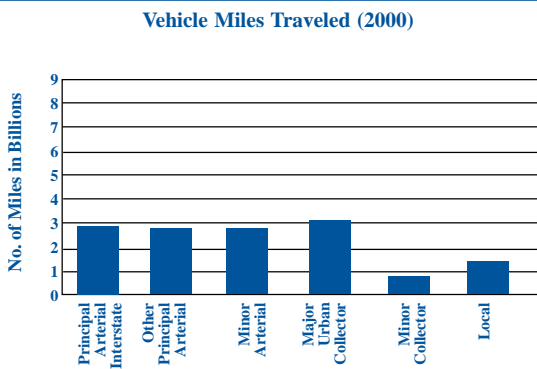


Well-planned bicycle paths, such as this one in Brunswick, make biking, walking, and jogging safer and more enjoyable.

VEHICLE-MILES-OF-TRAVEL (VMT)

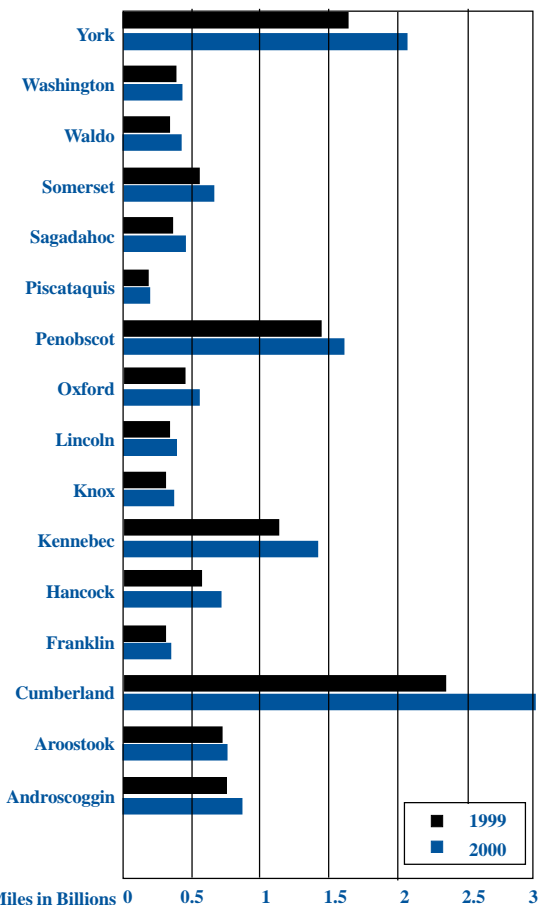


Since 1990, vehicle-miles-of-travel (VMT) has increased by approximately 22%.



Approx. Over 60% of VMT is on the state's arterial system.

ANNUAL VEHICLE-MILES-OF-TRAVEL BY COUNTY



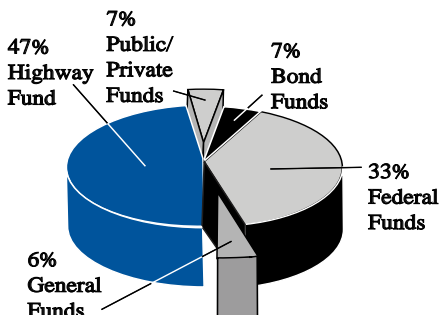
BUSIEST INTERSECTIONS BY COUNTY

YEAR 2000				
County	City/Town	Location	Million Entering Vehicles (MEV)	Statewide Ranking
Androscoggin	Auburn	Center St./Mt. Auburn Ave./VMB	17.20	4
Aroostook	Presque Isle	State St./Main St.	9.43	269
Cumberland	Portland	State St./Forest Ave./Marginal Way	18.70	3
Franklin	Farmington	Main St./Intervale Rd.	8.86	356
Hancock	Ellsworth	High St./Ent. to Maine Coast Mall	11.76	72
Kennebec	Augusta	Cony Circle	22.64	1
Knox	Rockland	Camden St./Maverick St.	8.46	442
Lincoln	Wiscasset	Parker St./Gardiner Rd.	8.08	525
Oxford	Norway/So. Paris	Main St./Alpine St./Paris St.	9.44	268
Penobscot	Brewer	State St./N. Main St.	11.79	70
Piscataquis	Dover Foxcroft	N. St./Lincoln St./E./W. Main St.	5.32	2116
Sagadahoc	Topsham	Lewiston Rd./Topsham Fair Mall Rd.	10.58	162
Somerset	Skowhegan	E. Front St./W. Front St./Island Ave.	8.82	362
Waldo	Belfast	Searsport Ave./Swan Lake Ave.	7.97	549
Washington	Calais	Main St./North St.	5.32	2113
York	Saco	Main St./Ocean Park	13.02	31

RESOURCES & EXPENDITURES

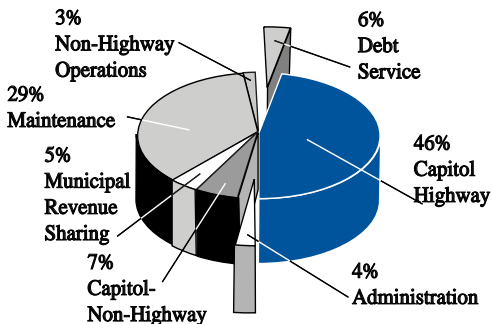
MAINEDOT FUNDING

Fiscal Year 2001 Resources by Category



Total Resources: \$434,365,040

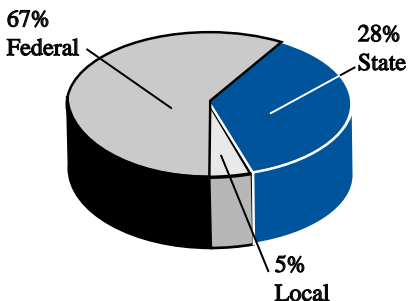
Fiscal Year 2001 Expenses by Category



Total Expenses: \$434,365,040

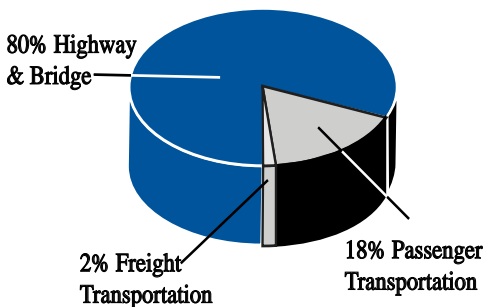
CAPITAL FUNDING (02-03 BIENNIUM)

Where does the money come from and where does it go?



Total Funding Sources: \$613,000,000

Funding Expenditures



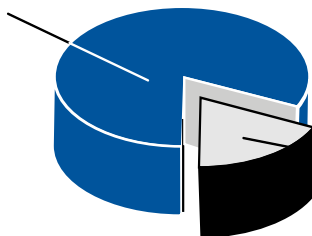
Total Funding Expenditures: \$613,000,000

REPORTED MOTOR FUEL CONSUMPTION

Reported 2000 Motor Fuel Consumption

81% Gasoline

629.1 million gallons



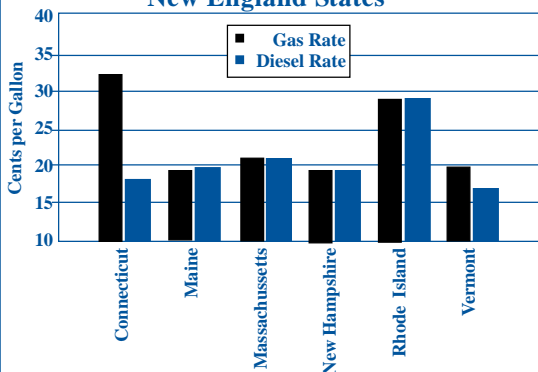
19% Diesel

147.5 million gallons

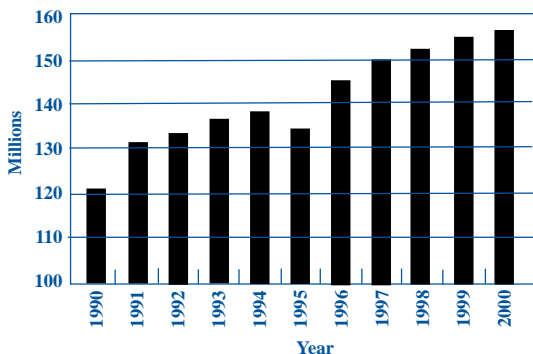


MOTOR FUEL TAX RATES & RECEIPTS

1999 State Motor Fuel Tax Rates for New England States



Maine Motor Fuel Tax Receipts

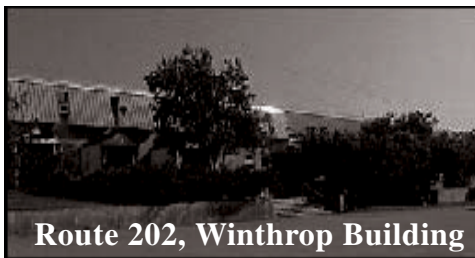


MAINEDOT TEMPORARY MOVE

MAINEDOT MOVE



In January 2002, the Augusta MaineDOT headquarters temporarily relocated to the former Carlton Woolen Mills Building on Route 202 in Winthrop, for approximately 18-24 months. The age of the Transportation Building in Augusta, and health and safety considerations have made it necessary to repair and renovate our headquarters.



SYSTEMS MANAGEMENT



The mission of the Systems Management Division is to analyze and report the condition and performance of Maine's transportation system and recommend optimal transportation investments to guide decision makers.

Principles:

- Protect public safety**
- Promote economic health**
- Maximize benefits from available resources**
- Be proactive, objective, and systematic**
- Respond to customer needs**

**BUREAU OF PLANNING
MAINEDOT**

www.maine.gov/mdot/planning/smd.htm